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CLASSIFICATION SECRET

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CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT

REPORT NO. [REDACTED]

CD NO.

COUNTRY Argentina/Poland/Uruguay/Brazil DATE DISTR. 7 June 1951

SUBJECT Carriers of the MARYNSKI, BRANT COUNTY, BLANKVANN, SPERO, LONDON DAWER, KEMIO, KURIKKA, BIALYSTOK, HOPERIDGE, CURIE SKLODO-SKA, and GENERAL BEM NO. OF PAGES 7

PLACE ACQUIRED [REDACTED] 25X1A

DATE OF INFO. [REDACTED] NO. OF ENCL. (LISTED BELOW)

[REDACTED]

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SUPPLEMENT TO REPORT NO. [REDACTED]

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1. When the M/S MARYNSKI of the Polish Ocean Lines (POL) sailed from Gdynia, Poland, 16 January 1951, she carried the following cargo to be unloaded at Buenos Aires:

Gdynia to Buenos Aires

glass samples	1 case	for Polish Legation, Buenos Aires
books	2 cases }	
photograph albums	1 case	
pine wood	850 tons	
arsenic powder	34 tons	
newsprint	34 tons	
polystyrol	3 tons	
mail	15 bags and 2 bales	

Antwerp to Buenos Aires

iron wire	32 tons
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Santos, Brazil, to Buenos Aires

bananas	quantity unknown
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2. The MARYNSKI departed Buenos Aires for Rosario, Argentina, 7 April 1951, and left Rosario for Montevideo 13 April, where the following was discharged:

Antwerp to Montevideo

copper tubing and wire	small quantity
SKODA automobiles	16

In Montevideo from 13 April 1951 to 17 April 1951 no passengers or cargo were taken aboard the MARYNSKI, and, because of the orders of the ship's officers, no individuals other than Uruguayan customs and inspection officers were allowed on the ship. No shore liberty was given to any of the ship's crew or officers.

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3. The WARYNSKI was to carry the following cargo on her return trip:

Buenos Aires to Antwerp

gluten feed 500 tons

Buenos Aires to Gdynia

salted hides 342 tons

Buenos Aires to Czechoslovakia (via Gdynia)

salted hides 20 tons

Rosario to Santos

wheat 2,932 tons

Rosario to Antwerpbeans 300 tons
bones 300 tonsSantos to London

maize 4,700 tons

4. The Norwegian ship M/S BRANT COUNTY, chartered by the POL, arrived at Buenos Aires 23 January 1951 from Gdynia carrying the following cargo:

Gdynia to Buenos Aires

steel bars	16 tons
steel sheets	743 tons
steel fittings	4 tons
iron wire	16 tons
iron sheets	169 tons
iron beans	366 tons
iron bars (round)	60 tons
alum	993 tons
zinc sheets	197 tons
spruce wood	49 tons
oxygen tubes (empty)	44 tons
cotton thread	2 tons
cotton goods	2 tons
tinplate	9 tons
✓ 100 tractors	262 tons

Czechoslovakia to Buenos Aires (via Gdynia)

paper (various types)	218 tons
cardboard	195 tons
iron wire	161 tons

Antwerp to Buenos Aires

machinery and used furniture	2 tons
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Antwerp to Paraguay (via Buenos Aires)

steel tires 17 tons

Santos to Buenos Aires

bananas 52,000 bunches

5. The ELINT COUNTY sailed from Buenos Aires 13 February 1951 for Montevideo, Necochea, Argentina, and Bahia Blanca, Argentina. She carried the following cargo upon departure from Buenos Aires:

Buenos Aires to Necochea

barley	2,971 metric tons
oats	4,219 metric tons

Buenos Aires to Bahia Blanca

rye	2,000 metric tons
oats	260 metric tons

6. The Norwegian ship M/S BLANKVANN, chartered by the POL, arrived at Buenos Aires 18 February 1951 from Gdynia, Poland, carrying the following cargo:

Gdynia to Buenos Aires

zinc sheets	74 tons
steel beams	159 tons
steel bars	20 tons
steel sheets	676 tons
alum	15 tons
calcium carbide	435 tons
oxalic acid	22 tons
cotton goods	2 tons
personal effects for Mr. Allen, of the British Embassy	
personal effects for Mr. Raul Ricardo Riobo, Argentine Charge d'Affaires in Poland	
glassware samples	2 cases } for Polish Legation, Buenos Aires
books	1 package }

Gdynia to Paraguay (via Buenos Aires)

radio tubes 1 ton

Czechoslovakia to Buenos Aires (via Gdynia)

cardboard	69 tons
newsprint	94 tons

Antwerp to Buenos Aires

whiting	4 tons
iron ingots	906 tons

Santos to Buenos Aires

bananas 1,079 tons

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7. The BLANKVANN was scheduled to leave Buenos Aires about 13 March 1951 for Montevideo, and Santos.* She was scheduled to carry cargo as follows:

Buenos Aires to Gdynia

<u>Item</u>	<u>Quantity</u>	<u>Shipper</u>
wool	208 tons	Hart S.R.L.
quebracho extract	750 tons	La Forestal Argentina S.A. through the Polish trading firm of Recomin
salted hides	145 tons	Elias Moos S.A.

Buenos Aires to Czechoslovakia (via Gdynia)

fertilizers	450 tons	Bunge & Born Ltda. S.A.
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Buenos Aires to Rotterdam (believed to be actually going to Gdynia)

salted hides	140 tons	A. J. Hollander Argentina S.R.L.
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Montevideo to Antwerp

sematin pollards	140 tons	not indicated
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Montevideo to Gdynia

salted hides	63 tons	Ketelhohn Hnos. S.R.L.
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Santos to Antwerp

maize	5,000 tons	not indicated
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Santos to Hamburg

babassu cake (not definite)	500 tons	not indicated
castor seed (not definite)	200 tons	not indicated

8. The Norwegian ship SS SPERO, chartered by the POL, left Gdynia 19 February 1951 for Antwerp, Rio de Janeiro, Santos, and Buenos Aires, carrying the following cargo:

Gdynia to Buenos Aires

arganite powder	116 tons
naphthalene	10 tons

The SPERO was scheduled to depart Buenos Aires on or about 10 May 1951 for Montevideo, Santos, Casablanca, London, Hamburg, and Gdynia, with the following cargo:

<u>Item</u>	<u>Quantity (metric tons)</u>	<u>Shipper</u>
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Rosario to Santos

bulk wheat	(50)	3,000	Bunge & Born Ltda. S.A.
bulk wheat		1,509	Genaro Garcia Ltda., S.A.
bulk wheat		450	Genaro Garcia Ltda., S.A.

Rosario to Hamburg

linseed	(53)	1,000	Bunge & Born Ltda., S.A.
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Buenos Aires to Casablanca

sunflower-seed oil	500	Louis Dreyfus Ltda., S.A.
sunflower-seed oil	200	Bunge & Born Ltda., S.A.
sunflower-seed oil	350	Contimar S.A.

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<u>Item</u>	<u>Quantity (metric tons)</u>	<u>Shipper</u>
<u>Buenos Aires to Gdynia (via New York and Antwerp)</u>		
2500 salted hides	63	A. J. Hollander S.R.L.
<u>Buenos Aires to Gdynia</u>		
1400 bales of wool	(100) 616	Hart S.R.L.
1 unboxed Cadillac	(100) 3	M. L. Drago
2200 salted hides	(40) 65	Elias Moos S.A.
5000 salted hides	135	Compania Panamericana de Exportacion S.A.
drums of glycerine oil	(80) 250	Oloograf
<u>Santos to London</u>		
maize	5,000	

9. The British S/S LONDON BANKER, chartered by the POL, left Gdynia 23 February 1951 for Buenos Aires, carrying the following cargo:

Gdynia to Buenos Aires

coal	9,422 metric tons
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The LONDON BANKER left La Plata, Argentina, for Rotterdam with the following:

La Plata to Rotterdam

grain	full cargo
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10. The Finnish ship KEMIO, which was reportedly chartered by the Polish ship-brokering and chartering company, POLFRACHT, left Gdynia 27 February 1951 for Buenos Aires, carrying the following cargo:

Gdynia to Buenos Aires

timber	1,975,302 standards
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It was later reported that the KEMIO, which left Buenos Aires 5 May 1951 for Rosario, Montevideo, St. Vincent and Rotterdam, was chartered by a firm called "Einer & Van Waveren" to carry the following:

Buenos Aires and Rosario to Rotterdam

grain	full cargo
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11. The Finnish ship KURIKKA, also chartered by POLFRACHT, arrived in Buenos Aires from Gdynia 16 April 1951. She was scheduled to carry the following:

Gdynia to Buenos Aires

timber	1,750 standards
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The KURIKKA was reported to be planning to load 5,500 tons of grain at Buenos Aires.

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12. The Polish ship S/S BYTOM, of the POL, arrived in Buenos Aires from Gdansk, Poland, 4 March 1951 carrying the following:

Gdansk to Buenos Aires

cement 7,056 tons

The BYTOM departed Buenos Aires 14 March 1951 and departed Rosario 30 March 1951 with the following:

Rosario to Sweden

wheat 2,500 tons
bran-pollards 3,047 tons

13. The Polish ship S/S BIALYSTOK, of the POL, was reported to have left Rio de Janeiro 20 March 1951 for Santos, where she was to be loaded with the following:

Santos to Buenos Aires

bananas unknown

The BIALYSTOK was scheduled to take on the following in Bahia Blanca, from which port she would depart 12 April 1951:

Bahia Blanca to Poland

heavy grain full cargo Bunge & Born Ltda., S.A.

14. The British ship U/S HOPERIDGE left Gdynia 12 April 1951 for Buenos Aires with the following:

Gdynia to Buenos Aires (via Dakar)

cement 9,140 tons

15. The Polish ship CURIE SKŁODOWSKA left Gdynia 10 March 1951 for Antwerp and Santos and was scheduled to arrive Buenos Aires about 19 May carrying the following cargo:

cement 5,000 tons
chinaware 30 tons
Diesel motors 31 tons

Gdynia to Santos

machinery 7 tons

Gdynia to Buenos Aires

lumber 218.205 standards (610 tons)
fiberboard (from Finland) 61 tons
books for Polish Legation 21 kilos

Antwerp to Rio de Janeiro

general cargo 506 tons

Antwerp to Santos

general cargo 604 tons

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Antwerp to Buenos Aires

calcium carbonate	95 bags (5 tons)
cases of yarn	10 cases (2 tons)

16. The Polish ship GENERAL BEM, which reportedly left Gdynia 14 April for Antwerp, Dakar, Rio de Janeiro, Santos, and Buenos Aires, was reported to be carrying the following cargo:

625 cases sewing machine parts	50 tons
46 cases Diescl motors	26 tons
130 cases; 6 barrels; 2 cartons	
grinding wheels	12 tons
302 cases of glass	200 tons
34 balloons formic acid	2 tons
19 cases electric motors	2 tons
9 cases cotton thread	1 ton

Czechoslovakia to Buenos Aires (from Gdynia)

199 tractors	513 tons
2926 coils wire	212 tons
418 cases; 120 barrels,	
iron chains	65 tons
105 bales paper	15 tons

Gdynia to Buenos Aires for the Polish Legation

2 parcels books	45 kilos
1 case typewriter	48 kilos
2 cases office materials	120 kilos
1 case household articlos	110 kilos

Antwerp to Buenos Aires

55 barrels Titanium Dioxide	6 tons
650 bales flax	65 tons

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